



**Request for City Council Committee Action  
From the Department of Public Works**

Date: February 18, 2003

To: Honorable Sandra Colvin Roy, Chair Transportation and Public Works Committee

**Subject: University East Renovation Project – 5<sup>th</sup> Street SE Bikeway Project**

**Recommendations:**

1. Approve the layout, dated December 2002, for reconstruction of the 5<sup>th</sup> Street SE Bikeway in collaboration with the University East and West Renovation Projects in the Marcy Holmes Neighborhood.

**Previous Directives:**

- City of Minneapolis 5-Year Bikeways Plan (Approved June 2001)
- City of Minneapolis Bikeways Master Plan (Approved December 2001)

Prepared or Submitted by: Donald Pflaum, Project Engineer, 673-2129

Approved: Brian Lokkesome, P.E., Interim City Engineer, Director of Public Works

By: \_\_\_\_\_  
Greg Finstad, Director of Transportation and Parking Services

Presenters in Committee: Donald Pflaum, Project Engineer

**Financial Impact** (Check those that apply)

☒ No financial impact - or - Action is within current department budget.  
(If checked, go directly to Background/Supporting Information)

☐ Action requires an appropriation increase to the Capital Budget

☐ Action requires an appropriation increase to the Operating Budget

☐ Action provides increased revenue for appropriation increase

☐ Action requires use of contingency or reserves

☐ Other financial impact (Explain):

☐ Request provided to the Budget Office when provided to the Committee Coordinator

**Background/Supporting Information Attached:**

The purpose of this letter is to request that your Committee approve the 5<sup>th</sup> Street SE Bikeway layout (Exhibit A)

**Purpose of Project:**

The 5<sup>th</sup> Street SE Bikeway needs to be reconfigured for the following reasons:

- 1) The existing bike lane on 5<sup>th</sup> Street SE is 5 feet wide and is striped two-way. This configuration is unsafe and does not conform to the Minnesota Manual of Uniform Traffic Control Devices, the AASHTO Guide for Bicycle Facilities, and the 1996 MnDOT Bicycle Design Manual. The City of Minneapolis risks legal action by keeping this route in its existing format. The City also risks national embarrassment for constructing and maintaining a substandard facility such as this.
- 2) Timing is optimal to reconfigure corridor signage and striping since the neighborhood will be repaved in 2003 and 2004.
- 3) 4<sup>th</sup> Street SE is not a good westbound bicycle route at this time since the bike lane is sporadic. University Avenue makes a good eastbound bicycle route since there is a consistent facility from Central Avenue to Oak Street. A good westbound bicycle route is needed through the Marcy Holmes neighborhood.
- 4) To develop a bicycle lane configuration that takes advantage of the I-35W pedestrian bridge for those not comfortable riding on a busier street such as University Avenue Southeast or 4<sup>th</sup> Street Southeast.
- 5) To maintain parking and traffic calming wherever possible. The proposed configuration will result in minimal parking loss and only one bump-out will need to be removed.
- 6) To keep the project cost inexpensive.

**Project Details:**

5<sup>th</sup> Street SE will be designated a through street, which will result in stop sign reconfiguration. By making 5<sup>th</sup> Street SE a through street will result in fewer stops for bicyclists. Throating at most intersections and no vehicular bridge at I-35W makes this an undesirable route for vehicles to cut across the neighborhood.

**Central to 2<sup>nd</sup> Ave SE:**

This segment will remain two-way for vehicular traffic, however parking will be removed on the north side to facilitate a 6 foot westbound bike lane on the north side. Share the Road signage will be installed along eastbound 5<sup>th</sup> Street SE in addition to a white edgeline separating parking from the driving space.

**2<sup>nd</sup> Ave SE to 8<sup>th</sup> Ave SE:**

This segment will remain one-way eastbound for vehicular traffic. Parking will remain on the south side of 5<sup>th</sup> Street SE. A westbound 6 foot reverse flow bicycle lane will be installed. Share the Road signage will be installed along eastbound 5<sup>th</sup> Street SE in addition to a white edgeline along the parking bay.

**8<sup>th</sup> Ave SE to 10<sup>th</sup> Ave SE (West of I-35W):**

The segment west of I-35W will become one-way eastbound for vehicular traffic. Parking will be maintained on the south side of this segment and new spaces will be generated on the east side of the I-35 frontage road. A westbound 6 foot bicycle lane will be created on the north side.

**8<sup>th</sup> Ave SE to 10<sup>th</sup> Ave SE (East of I-35W):**

The segment east of I-35W will become one-way eastbound for vehicular traffic. Parking will be maintained on the south side. A westbound 6 foot bicycle lane will be installed on the north side. Share the Road signage will be installed along eastbound 5<sup>th</sup> Street SE in addition to a white edgeline separating parking from the driving space.

10<sup>th</sup> Ave SE to 13<sup>th</sup> Ave SE:

This segment will remain one-way eastbound for vehicular traffic. Parking will remain on the south side of 5<sup>th</sup> Street SE. A westbound 6 foot reverse flow bicycle lane will be installed. Parking in front of the Neuman Catholic Church between 12<sup>th</sup> Ave SE and 13<sup>th</sup> Ave SE will be now be prohibited on Sundays. However, hearses will be allowed to be in the bicycle lane by permit during funerals. A special parking bay on the north side of 5<sup>th</sup> Street SE will be created as part of the University East Renovation project for hearses to park so that they are out of the way of bicycles. Share the Road signage will be installed along eastbound 5<sup>th</sup> Street SE in addition to a white edgeline along the parking bay.

13<sup>th</sup> Ave SE to 15<sup>th</sup> Ave SE:

This segment will remain a two-way roadway for vehicular traffic. Share the Road signage will remain.

**Timeline:**

The entire 5<sup>th</sup> Street SE Bikeway project will be completed in 2003. Striping will be enhanced after paving has occurred on both sides of I-35W. The signal at 10<sup>th</sup> Avenue SE will be staged in collaboration with the University East Renovation Project.

**Costs: 5<sup>th</sup> Street SE Bikeway costs to be presented for authorization at a later time (as part of University East Renovation Project):**

- Signage and striping costs
- Pedestrian flasher and loop detectors at 10<sup>th</sup> Avenue SE and 5<sup>th</sup> Street SE
- Pedestrian aprons at the I-35 pedestrian bridge
- Removing bumpout at 13<sup>th</sup> Avenue SE
- Installing parking bay in front of St Lawrence Catholic Church

**Community Involvement:**

The Marcy Holmes Neighborhood Association notified area residents affected by this project and asked concerned residents to attend a meeting held on the evening of January 21, 2003. At that meeting a preliminary layout was presented to the Marcy Holmes Neighborhood. Upon formal action by the neighborhood group they resolved to approve the presented layout with the following four stipulations:

1. Appropriately sign cross-streets to indicate two-directional bicycle traffic along 5<sup>th</sup> Street SE.
2. Work with Arone's bar and with Holmes Greenway Apartments to resolve any new parking or access issues created by this layout.
3. Work with First Congregational Church and with St. Lawrence Church to resolve any new parking or access issues created by this layout.
4. Keep the four way stop at the intersection of 4<sup>th</sup> Avenue SE and 5<sup>th</sup> Street SE.

All four stipulations have been agreed to by Minneapolis Public Works staff. Staff have met with Council Member Zerby to discuss this layout and implementation timeline.